

AAF 170  
 WAR DEPARTMENT  
 U. S. ARMY AIR FORCES

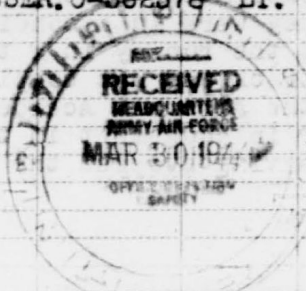
ACCIDENT No. 44-2-18-513

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF 170 (2) Date 18 FEBRUARY 1944 (3) Time 1215  
 AIRCRAFT: (4) Type and model A-20B (5) A. E. No. 41-3372 (6) Station AAF 170  
 Organization: (7) IX BC 9TH AF (8) 416 BOMB (L) (9) 2393  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	HUSTON, LAVERNE F.	PILOT	0-442140	CAPT.	01	AC	9TH AF 9TH BC	NONE	
O	BOONE, RAYFORD L.	OBSER.	0-662576	1ST LT.	01	AC	9TH AF 9TH BC	NONE	



(20) HUSTON LAVERNE F. (21) 0-442140 (22) CAPT. (23) 01 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) IX BC 9TH AF (26) 416 BOMB (L) (27) 2393 (28) AAF 170  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) - (30) - (31) - (32) -  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 3/16/42 Present rating (35) PILOT (36) 3/16/42 Instrument rating (37) -  
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:  
 (at the time of this accident)  
 (38) This type A-20 152:15 (42) Instrument time last 6 months 0:00  
 (39) This model A-20B 88:20 (43) Instrument time last 30 days 0:00  
 (40) Last 90 days 17:00 (44) Night time last 6 months 0:00  
 (41) Total 655:00 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 4</u>	
(47) Engine(s) <u>W 4</u>	
(48) Propeller(s) <u>W 4</u>	

(50) Weather at the time of accident VO A SNOW SHOWER CUT THE VISIBILITY TO AN ESTIMATED 400-500 YARDS AND REDUCED THE 10/10 CEILING TO 400 FEET. WINDS WERE 10° - 30° 0-10 M.P.H.  
 (51) Was the pilot flying on instruments at the time of accident NO  
 (52) Cleared from AAF 471 (53) to AAF 170 (54) Kind of clearance CONTACT  
2468 2393  
 (55) Pilot's mission FERRYING FLIGHT - FERRYING A/C FROM AAF 471 TO AAF 170.  
50  
 (56) Nature of accident LANDING ACCIDENT - THE PILOT FAILED TO STOP THE AIRCRAFT

(57) Cause of accident THE PILOT FAILED TO SEE THE END OF THE RUNWAY APPROACHING AND DID NOT APPLY SUFFICIENT BRAKING ACTION TO STOP LANDING ROLL  
 (58) HAS THE AAF FORM 54 BEEN SUBMITTED? NO.

DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

A-20B 41-3372 was one of a flight of seven airplanes which were ferried to this station on 18 February 1944. The flight arrived in a snow storm with low ceiling and poor visibility. The flight leader was unable to contact the control tower. When the flight approached the field the landing tee was changed from runway 1b to 11 to permit the use of the longest runway since the wind was very slight. When the tee was changed it left an outline of a tee in the snow pointing down runway 1b. Subject airplane mistook this outline for the tee and made a normal landing on runway 1b. The pilot failed to apply sufficient braking action to stop the roll before running off the end of the runway. There were no skid marks on the runway, and upon investigation of the brakes and hydraulic system, it was found that they were in a condition to function normally. The airplane left the runway in a turn to the right in direction of the perimeter track and had completed about 70° of turn. It is the belief of the Aircraft Accident Committee that the pilot exhibited an error in judgement in trying to turn on to the perimeter track before having stopped the aircraft.

- Enclosure # 1 - Statement of Pilot.
- Enclosure # 2 - Statement of Engineering Officer.
- Enclosure # 3 - Photographs.
- Enclosures # 4 & # 5 - AAF Forms 1 and 1-A.

APPROVED:

*Harold L. Mace*  
 HAROLD L. MACE,  
 Colonel, Air Corps,  
 Commanding.

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*Thomas R. Ford*  
 Signature THOMAS R. FORD, Lt. Col., AC  
*Clarence S. Towles, Jr.*  
 CLARENCE S. TOWLES, JR., Maj., AC  
*John G. Napier*  
 JOHN G. NAPIER, Maj., AC  
*Samuel T. Roney*  
 SAMUEL T. RONEY, Maj., AC

Date 28 February 1944.

7 FEB 44

9TH FIGHTER COMMAND

A-20-B

AIRCRAFT MODEL

T/SGT HASSENFRATZ

103rd LIAISON

41-3372

SQUADRON NO AND TYPE

PER'S CLASS	NAME - RANK - ORGANIZATION	STATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE ENTER NIGHT OR INSTRUMENT ENTER TIME FLOWN THEREUNDER							FLIGHT DATA			
				DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	8	9
01	HUSTON, LAVERNE F., Capt., O-442140			P							FROM	TO	KEEVIL	10 : 30
01	BOONE, RAYFORD L., 1st Lt. O-502578			O							FROM	TO	WETHERSFIELD	11 : 20
											MISSION		F	NO OF LANDINGS 1
											FROM	TO		0 : 50
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# FLIGHT REPORT - ENGINEERING

INSPECTION STATUS			
DATE OF OR HOURS DUE	INSPECTED TODAY		
	BY	STATION	
PREFLIGHT	2/15/44	O	471
DAILY		O	
25 HOURS	248:55	H	
50 HOURS	248:55	H	
100 HOURS	298:55	H	
Bat.	2/2/44	H	

SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)													
SERVICE	FUEL (GALLONS)				OIL (QUARTS)								RADIATOR CHECKED
	SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
			SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS			
1ST	-	494	20	88	20	88							
2ND	80	494	-	88	-	88							
3RD													
4TH													
5TH													

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS			
PHOTOGRAPHIC	D	DK#E	471
NAVIGATION			

STATUS TODAY	EXPLANATION
1	<p style="text-align: center;"><b>Gas Gauges inaccurate-</b></p> <p style="text-align: center;"><b>Emer. Bomb Door's Mech. Out-</b></p> <p style="text-align: center;"><b>All Gun's removed-</b></p> <p style="text-align: center;"><b>Camera Removed</b></p>
2	
3	
4	
<p><b>EXCEPTIONAL RELEASE</b></p> <p>WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.</p>	
RELEASED FOR FLIGHT	<p>/s/ <b>L.F. Huston</b></p>

REMARKS PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

**F-24 Camera installed**

**Gas Gauge adjustment corrected by S/Sgt Walker**

**#1 - Nose wheel collapsed on landing after running off runway. Damage to nose wheel, both props, and bottom of nose. -**

**/s/ L.F. Huston, Capt., AC**

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO 1	NO 2	NO 3	NO 4
HOURS TO DATE	253:55	253:55		
HOURS TODAY	0:50	0:50		
TOTAL	254:45	254:45		
OIL CHANGE DUE				
CUNO CLEANING DUE				
AIRCRAFT	HOURS TO DATE		253:55	
	HOURS TODAY		0:50	
	TOTAL		254:45	

**"A TRUE COPY"**

*Walter W. Farmer*  
**WALTER W. FARMER,**  
Major, Air Corps,  
Operations Officer.

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TOTAL FLIGHT TIME	ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG. DATA	CREW CHIEF OR AERIAL ENGINEER
(4)	(1) ENGINE SERIAL NO. ENGINE MODEL	(1) AIRCRAFT SERIAL NO. AIRCRAFT MODEL	(1) SQUADRON NO. AND TYPE GROUP NO. AND TYPE	(1) STATION
(4)	(2) ENGINE SERIAL NO. ENGINE MODEL	(1) AIRCRAFT SERIAL NO. AIRCRAFT MODEL	(1) COMMAND COVER AREA OR DEPT.	(1) DATE
(4)	(3) ENGINE SERIAL NO. ENGINE MODEL	(1) AIRCRAFT SERIAL NO. AIRCRAFT MODEL	(1) AIR FORCE	(1) SIGNATURE

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Ad. #5

STATEMENT

On 18 February 1944, I led a flight of seven A-20B aircraft from USAAF Station 471 to USAAF Station 170. Weather conditions at Station 170 were: ceiling about 500 feet, and visibility approximately one-quarter mile. I was not able to establish radio contact with the tower. There was a very light layer of snow on the ground. The landing "tee" had only recently been changed, and the black outline of where it had been seemed to be the "tee" itself. I made a 90 degree pattern, in accordance with what I thought was the direction of the "tee". Turned on final approach about four hundred feet, landing gear down, lowered full flaps, and made normal landing. Was unable to stop at end of runway, ran into soft dirt, and the nose wheel collapsed. There was one passenger, and no one injured. Damage to the plane consisted of broken nose wheel strut, and damage to both propellers.

*Laverne F. Huston*  
LAVERNE F. HUSTON,  
Captain, Air Corps.

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S T A T E M E N T

A-20B - 41-3372

18 February 1943 - This A-20B made a landing under extreme weather conditions. The plane taxied off the end of the runway which caused the following damage.

Damage to left prop and engine due to sudden stoppage of prop on contact with runway.

Damage to right prop and engine due to sudden stoppage of prop on contact with runway.

The whole nose wheel assembly broken and torn out of fuselage.

A deep buckle left and to rear of pilots pit.

A deep buckle right and to rear of pilots pit.

The bombardier entrance hatch and practically the whole nose section damaged.

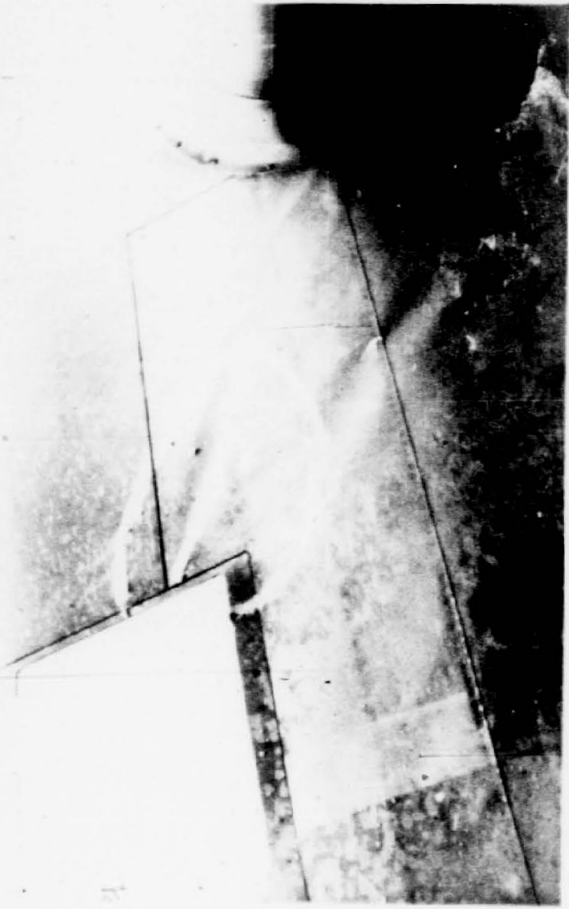
Upon examination of the A-20B we found braking normal and hydraulic system working. The brake bands were worn and pitted out had a clearance of .114 which should be good braking.

/s/JAMES L. CURTIS  
1st Lt., A.C.  
Engineering Officer  
484th Service Squadron.

A TRUE COPY

*John G. Napier*  
JOHN G. NAPIER,  
Major, Air Corps.

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**HEADQUARTERS  
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)  
OFFICE OF THE COMMANDING OFFICER**

APO 638, U. S. Army,  
28 February 1944.

**SUBJECT:** Transmittal of AAF Form Number 14.

**TO :** Commanding General, IX Bomber Command, APO 638.

1. Transmitted herewith is the AAF Form Number 14 (in quadruplicate) and inclosures on accident of aircraft A-20B Air Corps Serial Number 41-3372, 18 February 1944.

For the Commanding Officer:



*George Schenkein*  
GEORGE SCHENKEIN,  
Capt., Air Corps,  
Adjutant.

4 Incl:  
AAF Form #14 and Inclo. (In quadruplicate)

360.33 1st Ind.  
HEADQUARTERS IX BOMBER COMMAND, APO 638, U. S. ARMY, 6 March 1944. E-J-4

**TO:** Commanding General, Ninth Air Force, APO 696, U. S. Army.

Approved.

For the Commanding General:

*Richard C. Sanders*  
RICHARD C. SANDERS,  
Colonel, Air Corps,  
Chief of Staff.

4 Incls:  
n/c (one cy ea w/d)

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Accident No. 44-2-18-513

Date

Checked by [Signature] 4-3-44

Analyzed by [Signature] 4-5-44

Copied for Wright  
Field by \_\_\_\_\_

Notes at Capt. J. J. [Signature]

Copy for Asheville

1225:9-43

Accident No.

Pilot's Name

Huston

Nature Group

06 Landing

Specific Nature

32 Overshot

Underlying Nature

61 Misjudged distance

40%

Cause Group

02 P.E. Technique

Specific Cause

27 Momentary lack of proficiency

Underlying Cause

04 Over-Undercontrolling

35%

Cause Group

01 P.E. Judgment

Specific Cause

13 Momentary lapse of mental efficiency

Underlying Cause

12 Lack of Awareness

25%

33 }  
85 } Weather  
31 }